Mararikulam, and the third Shertallay and Aruthungal. His next request was for the metalling of the road from Alleppey to Shertallay so as to afford greater facilities for traffic which was now impeded on account of the sandy nature of the road.

71. Shertallay Alleppey canal and cross roads.

Mr. N. R. Krishnan (Member, Nominated) spoke on the importance of the taluk in point of revenue and its backwardness in the matter of communications and, after referring to the previous history of the Alleppey Canal scheme, thanked the Government for the prompt action taken by them in sanctioning the commencement of the work of the canal which was abandoned some time ago. He said that the proposed canal covered a distance of only 12 miles, that the northern portion of the taluk was thickly populated and all the articles for the Shertallay market had to come from that side, and that on account of the sandy nature of the tract considerable difficulties were experienced by the people. He therefore suggested the opening of a road from Shertallay to Arur, a distance of 14 miles, some portions of which had already been constructed by the people. No bridges and culverts were necessary and it was enough if the road was metalled. He also requested the urgent improvement of the town roads and said that though a portion was completed it was still unfit for traffic.

Dewan's reply.—Two gentlemen have spoken about roads in the Shertallay taluk. Roads in Shertallay are very costly as the Members themselves know, the place being so sandy. A good deal of money has been spent for repairs to roads in the town of Shertallay and for the road from Tannirmukkam to Shertallay. As for a road from Shertallay to Alleppey, when the Alleppey-Shertallay canal is constructed, there will be a road running along its bank. I am aware that other roads are necessary, but these works are so costly that Government have decided that the canal must be taken up and completed first and a lakh of rupees has been ear-marked for the purpose. An estimate has been sanctioned for Rs. 37,800. The people have been asked to say whether they consent to give lands free. I believe that arrangements have been made for starting the work at either end. Let us push through that work, and, when that is done, it would be possible to take up other works.

72. Means of communication in the Vaikam Taluk.

Mr. Ouseph Chacko (Member, Vaikam Taluk) first represented the need for the conversion into cart roads of the lanes from Vaikam to Muthedathukavu and Tirumanivenkatapuram and the improvement of the lanes running north from Cherikal Kottaram and thence going westwards along Kalpakaseri. He then referred to the provision of bridges across the Perumthodu, and the widening of the Pazuhthavalli *thodu* which served to connect the Kaniyan *thodu* and the Vembanad lake. He next dwelt at length on the desirability of connecting the Vaikam-Vetchur road with the Kottayam-Kumarakam road. At present people had to take the road from Kottayam to Vaikam *via* Ettumanur and Kaduthuruthi which covered a length of 25 miles. There was a village road 6 miles long from Vaikam to Vetchur, the distance from which to Kumarakam was only 4 miles; and if a road were constructed for those 4 miles, the distance from Vaikam to Kottayam would be reduced to 12 miles. Further, Vetchur and Kumarakam were important centres and the country being level country, a road could be constructed without great cost and it would be a very useful work. Lastly, the Member prayed that the Kaniyan *thodu* might be improved and made navigable.

Dewan's reply.—The representations will be considered.

73. Construction of a bridge on the Todupuzha river near the Cutcherry landing.

Mr. Perumal Pillai Aiyappan Pillai (Member, Todupuzha Taluk) represented the necessity for c nstructing a bridge on the Todupuzha river near the cutcherry landing.

Dewan.—In regard to the bridge, an estimate is under preparation. Arrangements will be made for sanctioning the estimate and having the bridge carried out at an early date.

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